

FLB 569

CLASSIFICATION

SECURITY INFORMATION

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COUNTRY East Germany

REPORT NO.

TOPIC Schorfheide Airfield (Vietmannsdorf)

EVALUATION see below

PLACE OBTAINED

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25X1A DATE OF CONTENT

REARED 9 September 1953

DATE OBTAINED

REFERENCES

PAGES 3

ENCLOSURES (NO. & TYPE)

1 - 1 sketch on ditto

REMARKS

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1. On 21 July, it was announced at Schorfheide airfield that the field had to be completed by 31 August 1953, instead of 1 October 1953, which was the previous set completion date. It was furthermore announced that a bonus of 30,000 eastmarks would be paid if the installation could be completed on time. Source believed it to be possible that the new completion date could be met.
2. From 13 through 25 July, two 10-hour shifts were daily worked at the field. The construction workers were allowed to work overtime, however, none of the workers did so. The speed of construction work has been accelerated since the new completion date for the field was announced. This has had a detrimental effect on the quality of the work being done. Thus, for instance source observed that the concrete remained in the concrete mixing machine only one minute instead of the three minutes as prescribed.
3. On 24 July, of the 11 strips of the runway, strips Nos 1 through 5, 7 and 9 were completed. Strip No 6 was completed except for a section 500 meters long, and work on strip No 11 had been started from the east. Work on strips Nos 8 and 10 had not yet been started. By 8 August, strips Nos 6 and 11 were completed and a 150-meter stretch of strip No 8 was concreted. Preparations for the concreting of the taxiway had progressed so far, that concreting work proper was to be started before the end of July. However, this intention could not be carried out. The progress of concreting work was endangered because all stone chippings and cement had been used up by 8 August and no new supplies of these materials had arrived at the Vogelsang railroad station.
4. From various records available at the construction bureau source inferred that the runway was to be provided with a concrete surface 40 cm thick. Source also learned that a taxiway also with a concrete cover 40 cm thick was scheduled to be built north of the runway. The spur track of the field intersects the taxiway 50 meters west of the junction of the taxiway with the Vietmannsdorf-Gross Doelln road. The cement container to which the spur track leads is located about 900 meters east of this road. After the sub-grade for the concrete layer of the taxiway was completed, the course of the outer connecting layers to the taxiway became visible. Source determined that there was a concrete apron 180 meters square at the end of the taxiway. From this apron two hardstands, each of them about 65 meters in diameter branched off. It is planned to build a concrete road from this platform parallel to the taxiway and at a right angle to the runway. This road which will possibly

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be used for motor vehicles will be 10 meters wide and will have a concrete layer 15 cm thick. Similar devices are scheduled to be built at the east-west ends of the runway. The southern edge of the taxiway is exactly 75 meters from the marker stone indicating the boundary between forest districts 193 and 161.²

5. The wooded area between the runway and the taxiway 360 meters to the south was not completely logged off but several patches of trees remained. To the south, the forest extended as far as about 25 meters from the taxiway. In late July, clearing work was being done here at two points in line with signboards 38 and 34. Earth required for the preparation of the sub-grade of the taxiway was obtained at this points.
6. Source learned from a surveying engineer employed at the construction site that the eastern end of the runway will be 6 meters higher than its western end. West of the complex of quartering buildings in forest districts 126 excavation work was being done. An area 40 meters square was dug out 5 meters deep. The purpose of the excavation work was not determined. Source learned that a number of quartering buildings was to be constructed near Kurtschlag. The project is definitely connected with the airfield. However, construction work had not yet been started.

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7. Logging operations connected with the construction of the taxiway at the field were completed by late July. The sub-grade for the taxiway was completed from the western end of the runway as far as the Gross Doebln-Vietmannsdorf road. The humus layer was being removed on a stretch reaching from this road as far as to the eastern end of the runway. The taxiway was 25 meters wide. Masts fitted with lamps had been erected north of the taxiway from its western end to as far as the road.²
8. On 1 August, strips Nos 7 and 9 of the runway were completed, while strip No 11 was half concreted. Concreting work of strip No 6 was under way.
9. The clearing in the wood where an ammunition or fuel dump may be erected, is located west of the Vietmannsdorf-Gross Doebln road, north of the spur track, and borders on Pustgestell forest district to the north. Sedan and were observed.⁴

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10. On 30 July, two and a half strips each 7.4 meters wide remained to be concreted on the runway. Excavation work for the taxiway had been started from its eastern and western ends. Concreting work proper was to begin soon. The taxiway was to be provided with a concrete layer 40 cm thick.² New workers continuously arrived at the field with most of them coming from Granienburg. A Soviet guard detail of five men was posted at the gate of the airfield near the complex of quartering building's. Identity cards were controlled there. The area outside the field was secured by patrols.
11. On 3 August, 211 construction workers were newly recruited at the Schorfheide airfield. The total of construction workers employed thus rises to 2,276, 2,078 of whom were employed on excavation construction projects, the remainder on above-ground projects.
12. By early August, strips Nos 1 through 7, 9 and 11 of the runway were completed. Work on the concreting of strips Nos 8 and 10 had not yet been started. From 13 April to 4 August, an area of 207,115 square meters of the runway surface had been concreted. After 8 August, there was a critical shortage of materials required for concreting work. Cement was not available at all. In late July and early August, 95 to 102 sections of the runway were daily concreted instead of the prescribed quota of 90 sections.¹

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13. The sub-grade for the concrete layer of the taxiway was completed. The concrete layer of the taxiway was to be 15 cm thick. The sub-grade for the hardstands at the ends of the runway were also completed.²
14. The wood camp, information on which was transmitted previously, will be built in the Reiherstorf forest. Clearing work was under way there. Details on the pinpoint location of the installation and its size was not yet available.³
15. On 7 July, source saw a construction plan and designated oil dump. Source believed that the drawing was made for a fuel dump. At the site of this dump source saw a pit 15 x 3 meters and 2 meters deep. The site for this dump was about 300 meters east of the western aircraft dispersal area and about 300 meters north of the east-west taxiway.⁴
16. Materials arriving at the field between 8 February and 4 August 1953 included 24,903 tons of Portland cement, 29,183 tons of 7/15 grade stone chippings, 42,046 tons of 15/30 grade stone chippings and 122,863 tons of gravel.
17. In late July, source learned from a former colleague who found employment at the Soviet construction headquarters that the allocations for the construction of Schorfheide airfield had been cancelled.
18. On 31 July and 1 August, a conference was held at the field. This conference was attended by construction supervisors Schulze (fmu) of Bauunion Nord, Kunze (fmu) and Meding (fmu), the latter of the Soviet construction headquarters. At this conference it was stated that the airfield was to be built according to schedule. Surveying work for the construction of a bomb dump was started in late July. Hardstands were to be built along the western and eastern taxiways. Another 24 to 32 hardstands were to be constructed on the southern taxiway.¹

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1. [redacted] Comment. The report indicates that construction work at Schorfheide airfield has been accelerated. The completion date for the runway at the field was advanced by four weeks. However, with regard to the shortage of construction material, it is doubtful whether the new completion date will be kept. For status of concreting work at the field, [redacted]

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2. [redacted] Comment. For course of the outer connecting lanes west joining the taxiway from the west and east, see Annex. It is believed that the taxiway will have a concrete layer 40 cm thick.

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3. [redacted] Comment. The new complex of quartering buildings near Kurtschlag, also referred to as wood camp, is about 3 km west-northwest of Gross Doeblin. Its location can be determined on GSOS 4414, sheet 2946/47.

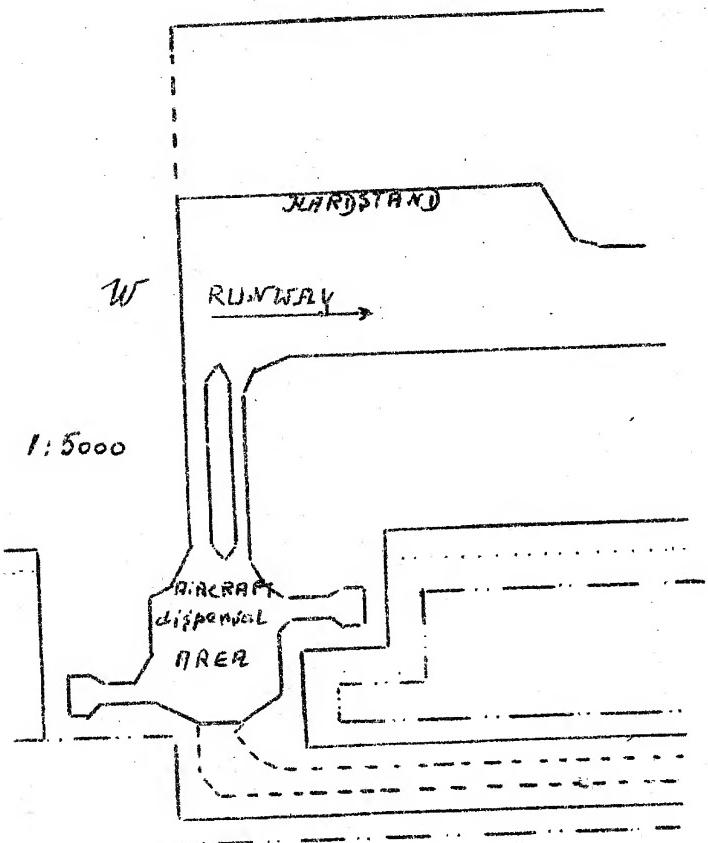
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4. [redacted] Comment. For terrain points indicating the location of the ammunition or fuel dump, [redacted] It is believed that the installation under construction there will be a fuel dump.

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Connecting Lanes Between Runway and Taxiway at Schorfheide Airfield



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